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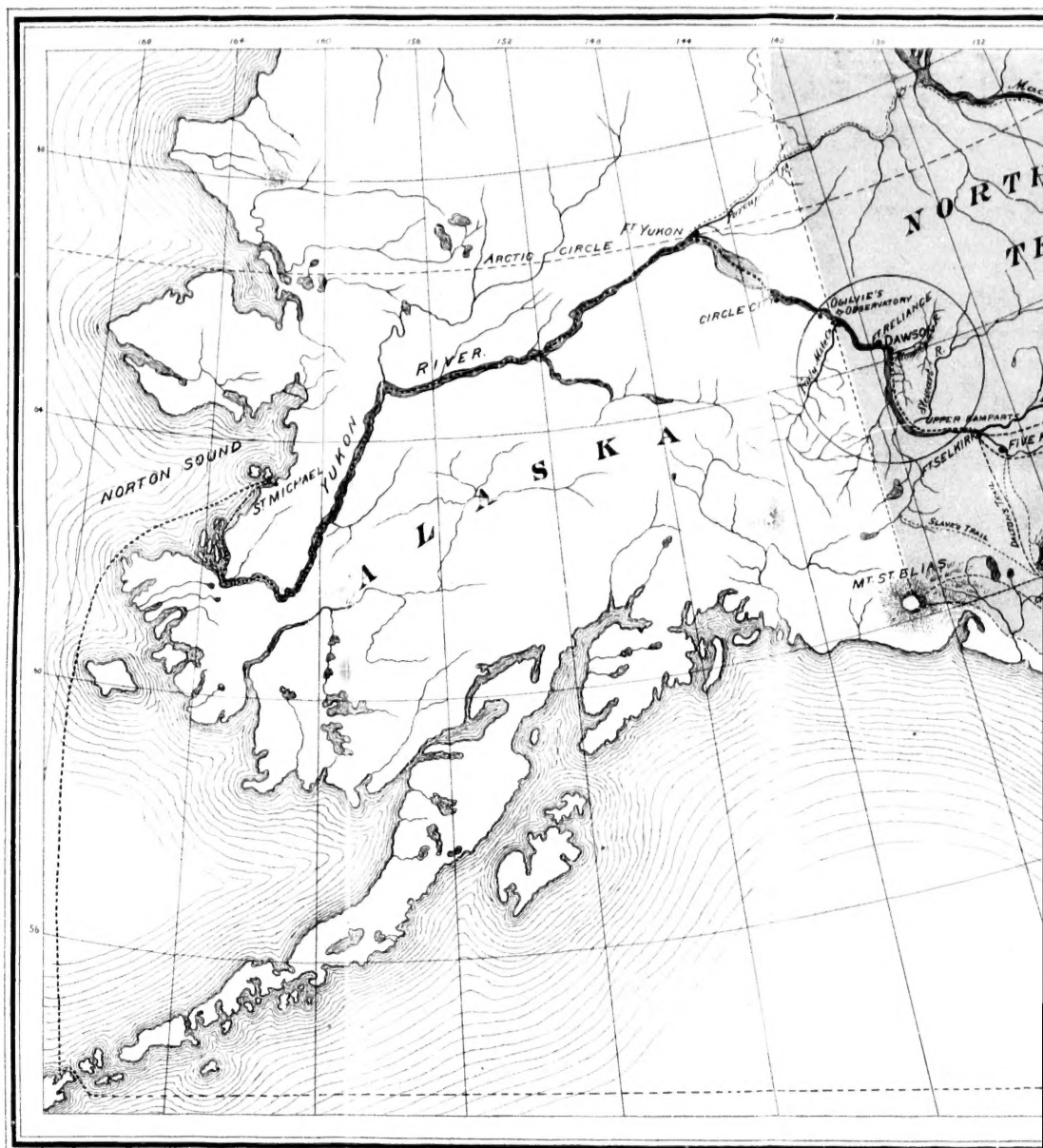
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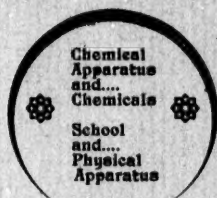
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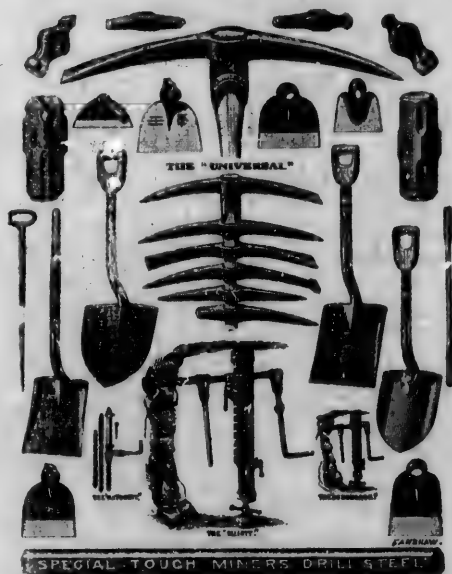
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Olds.....	V	4
Olympian, Range.....	K	7
Ootsa, Lake.....	I	2
Orcas, Island.....	M	7
Osooyos, Camp.....	P	6
Ottertail, P. O.....	S	4
Otoskwan.....	V	2
Ou-oukinsh, Inlet.....	H	5
Outhill.....	T	4
Palliser.....	S	4
Palliser, River.....	T	5
Pavillon, P. O.....	N	4
Pembina, River.....	T	2
Pend d'Oreille, Lake.....	S	7
Pend d'Oreille, River.....	R	7
Penny's.....	O	5

Penticton, P. O.....	P	6
Phillip's, Arm.....	J	5
Pigeon, Lake.....	U	2
Pilot, Bay.....	S	6
Pitt, Island.....	E	2
Plumper Pass, P. O.....	L	7
Poison, Cove.....	G	2
Ponka.....	V	3
Porche, Island.....	E	2
Port Angeles.....	L	7
Port Crescent.....	L	7
Port Essington.....	F	1
Port Fraser.....	K	2
Port Moody, P. O.....	M	6
Port Neville, P. O.....	I	5
Port San Juan.....	K	7
Port St. John.....	H	3
Port Townsend, P. O.....	M	7
Powell, Island.....	K	5
Prairie, Creek.....	T	3
Prevost, Island.....	E	3
Price, Island.....	G	3
Princess Louise, Inlet.....	L	5
Princess Royal, Island.....	G	2
Princeton, P. O.....	O	6
Principe, Channel.....	E	2
Puget, Sound.....	M	7
Punta-ten Cut, Lake.....	L	3
Pnntildenay, Mountains.....	H	2
Quamichan.....	L	7
Quanchus, Mountains.....	I	2
Quattah, Glaciers.....	F	1
Quatsino, Sound.....	G	5
Queen Charlotte, Islands.....	D	3
Queen Charlotte, Sound.....	H	5
Queen's, Sound.....	G	4
Queenstown.....	G	5
Quesnelle, Lake.....	N	3
Quesnelle, River.....	M	3
Quesnelle Forks, P. O.....	N	3
Quesnelle Mouth, P. O.....	M	3
Radnor.....	U	4
Ramsay, Island.....	D	3
Ramsay, Arm.....	K	5
Red Deer, P. O.....	U	3
Red Deer, River.....	U	4
Revelstoke, P. O.....	C	4

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Contains a **Complete List of Business Houses** of the Province, arranged alphabetically, by cities, towns and villages.

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VICTORIA, - B. C.

Richfield.....	N	2
Rivers, Inlet.....	H	4
Robson	R	6
Roche, Harbor.....	M	7
Rocky Mountain, House.....	T	3
Roderick, Island.....	G	3
Roger's Pass.....	R	4
Rose Spit	D	1
Rosario, Strait.....	M	7
Rosebud, River.....	V	4
Rossland, P. O.....	O	6
Ruby, Creek.....	N	6
Rupert, Arm	H	5
Salmo	R	6
Salmon, Arm.....	P	5
Salmon, River.....	K	5
Salmon, River.....	L	1
Salt Spring Island, P. O.....	L	7
Sandon, P. O.....	R	6
San Juan.....	L	7
Sarah, Island.....	G	3
Saskatchewan, River.....	S	3
Savonas, P. O.....	O	5
Scott, Cape.....	G	5
Scott, Island.....	G	5
Seaford, Channel.....	G	3
Seattle.....	M	8
Sedro.....	M	7
Semour, Creek.....	Q	4
Seschell, Inlet.....	L	6
Seton, Lake.....	M	5
Seymour, Creek.....	Q	4
Seymour, Inlet.....	H	4
Shawnigan Lake, P. O.....	L	7
Shelter, Bay.....	H	5
Shuswap, Lake.....	P	4
Shuswap, P. O.....	P	5
Sicamous, P. O.....	Q	5
Sidney, Inlet.....	I	6
Sidney, P. O.....	L	7
Silver, City.....	T	4
Silverton.....	R	6
Sir Donald, Mt.....	R	4
Skagit, River	N	7
Skeena, P. O.....	F	1
Skeena, River.....	F	1
Skidegate, Channel.....	C	2
Skidegate, Inlet.....	D	2

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Slocan, City	R	6
Smith, Island	E	1
Smith's	P	7
Smith's Sound	H	4
Smoky, Peak	P	1
Smoky, River	P	1
Snake Indian, River	Q	2
Soda Creek, P. O.	M	3
Sooke, Harbor	L	7
Sooke, P. O.	L	7
South Bentick, Arm.	H	3
Southgate, River	K	5
South Kootenay, Pass.	U	6
Spanish, Lake	N	3
Spatsum	N	5
Spence's	N	5
Spillemacheen, P. O.	P	5
Spillemacheen, River	P	5
Spokane, City	R	8
Spuzzum	N	6
Squamish, P. O.	L	6
Stanley	N	2
St. Ann, Lake	U	2
St. Ann, Mission	U	2
Stephen	S	4
Stephen, Island	E	1
Steveston, P. O.	L	6
Stillwater, Lake	N	3
St. James, Cape	E	4
St. Joseph, Bay	G	5
St. Mary, Lake	S	6
Strathmore	V	5
Stuart, Lake	K	1
Sugar, Creek	N	2
Sumas, City	M	7
Summit, Lake	M	1
Swamp, River	N	3
Swansea	T	6
Swanson, Bay	G	2
Swindle, Island	G	2
Tahwowie, Bay	J	4
Tahsoo, Harbor	C	3
Takush, Harbor	H	4
Tasego, River	L	4
Tatla, Lake	K	3
Tatlayoco, Lake	K	4
Tatusch, Island	K	7
Tchesinkul, Lake	J	1



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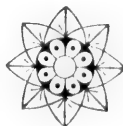
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Teta-chuck, Lake.....	J	2
Telegraph, Range.....	L	2
Tete Jaune Cache.....	P	3
Texada, Island.....	K	6
Texada, P. O.....	K	6
Thompson.....	N	5
Thompson, River.....	O	4
Thompson, Sound.....	I	5
Three Forks.....	R	5
Tideman, Glacier.....	J	4
Tipella, P. O.....	M	6
Tobacco Plains, P. O.....	T	7
Tokwaht, Harbor.....	J	7
To-tuk, Lake.....	K	2
Trail.....	R	6
Tranquille.....	O	5
Trout Lake, City.....	R	5
Tzeu-zeu-cut, Lake.....	L	3

Union, Mine.....	K	6
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Valdez, Island.....	J	5
Valdez, P. O.....	L	6
Vancouver, City.....	L	6
Vancouver, Island.....	J	6
Van Winkle, P. O.....	N	2
Vargas, Island.....	I	6
Vernon, Lake.....	I	5
Vernon, P. O.....	P	5
Victoria, City.....	L	7

Wakeman, Sound.....	I	4
Wellington, P. O.....	K	6
Westminster, Junction.....	M	6
Wetaskewan.....	V	2
Wharnock.....	M	6
Whatcom, P. O.....	M	7
Whidby, Island.....	M	7
White, Lake.....	U	2
White Man's, Pass.....	T	5
White, River.....	I	5
Williams, Lake.....	M	3
Willow, River.....	M	3
Windermere.....	T	5
Winter, Harbor.....	G	5
Wood, River.....	Q	3
Work, Channel.....	E	1

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NATIONAL MILLS
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Next to

Woss, Lake.....	I	5
Wreck, Bay.....	J	7
Yale, P. O.. ...	N	6
Yellow Head, Pass.....	Q	3
Zymoetz, River.....	G	1
150-Mile, P. O.....	N	3

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Runs over 20 steamers and operates them to all important coast ports, from Mexico on the south to Alaska on the north, both inclusive. For exact dates of sailing see the Company's folder.

The following are the different routes operated by this Company, viz. :

THE ALASKA ROUTE.

Steamers leave Puget Sound ports and Victoria, B. C., about every fifth day for all ports in south-eastern Alaska.

PORTLAND-ALASKA ROUTE.

The steamer George W. Elder sails from Portland for ports in Alaska about every eighteenth day.

SAN FRANCISCO-PUGET SOUND ROUTE.

Steamers sail from San Francisco for all ports on Puget Sound, and also for Victoria and Vancouver, B. C., every fifth day, connecting with the Alaska steamers at Seattle.

SAN FRANCISCO-PORTLAND (Ore.) ROUTE.

This route is operated jointly by the Pacific Coast Steamship Company and Oregon Railway & Navigation Company. Steamers sail every fifth day, connecting at Portland with steamer Geo. W. Elder for ports in Alaska.

SAN FRANCISCO-EUREKA (Humbolt Bay) ROUTE.

The Company's steamers sail on this route every fourth day.

SAN FRANCISCO-SAN DIEGO ROUTE.

The Company's steamers sail every fourth day from San Francisco, calling at San Luis Obispo, Santa Barbara, Los Angeles and San Diego.

SAN FRANCISCO-NEWPORT ROUTE.

The Company's steamers sail every fourth day, calling at Newport, San Pedro and a large number of intermediate ports.

SAN FRANCISCO-MEXICAN ROUTE.

The Company's steamers sail monthly, viz., on the 2nd of each month, for Mazatlan, Guaymas, Ensenada and other intermediate ports.

Further information can be obtained regarding dates of sailing, rates of fare, freight, etc., by inquiring at any of the Company's offices. For list of same see the Company's regular folder.

The Company issues two folders: one of them is a large folder, which contains a map of the whole coast from Mexico to Alaska (postage, 2 cents); the other is a folder of the Alaska Route, with map (by Prof. Davidson) of all Alaska, including the Klondike, showing the different passes, and containing a lot of valuable information to miners and others (postage, 2 cents). The Company also issues the following publications, viz.: "How to Reach the Gold Fields of Alaska," which publication contains full information regarding miner's outfit, together with details of the trip, the output of different districts and various and sundry information valuable to miners (postage, 2 cents); also, "How to Reach the Klondike: Answers to Every-Day Queries" (postage, 2 cents); also, "North and South," a pamphlet of 76 pages, finely illustrated (postage, 5 cents). Any of these publications can be obtained free upon application, or will be mailed to any address on receipt of postage.

Portland Office, 146 Third St., N. Poston, Agent.
Seattle Office, Ocean Dock, J. F. Trowbridge, P. S. Supt.
Juneau Office, Steamship Dock, H. F. Robinson, Alaska Supt.
Los Angeles Office, 124 West Second St., W. Parris, Agent.
San Francisco Ticket Office, No. 4 New Montgomery St.
Victoria Office, R. P. Rithet & Co. (Ltd.)

GOODALL PERKINS & CO.,

General Agents, No. 10 Market St.,

San Francisco.

C. P. Navigation Company

LIMITED.

TIME TABLE No. 31

Takes effect November 15th, 1897.

VANCOUVER ROUTE.

VICTORIA TO VANCOUVER—Daily, except Monday, at 1 o'clock.

VANCOUVER TO VICTORIA—Daily, except Monday, at 13.15 o'clock,
or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

LEAVE VICTORIA for New Westminster, Ladner's Landing and Lulu Island—Sunday at 23 o'clock; Wednesdays and Fridays at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. Train No. 2 going East Monday.

For Plumper Pass—Wednesdays and Fridays at 7 o'clock.

For Moresby and Pender Islands—Friday at 7 o'clock.

LEAVE NEW WESTMINSTER for Victoria—Monday at 13.15 o'clock;
Thursday and Saturday at 7 o'clock.

For Plumper Pass—Thursday and Saturday at 7 o'clock.

For Pender and Moresby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave from Evans, Coleman & Evans' Wharf, Vancouver, for Fort Simpson and intermediate points the 2nd and 16th of each month at 12 noon, and for Queen Charlotte Islands the 2nd of each month, except when these dates fall on Sunday, when they will leave on the 1st and 15th.

BARCLAY SOUND ROUTE.

Steamer Tees leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

This Company operates steamers connecting with the various routes to the Yukon and Gold Fields.

The Company reserves the right of changing this Time Table at any time without notification.

JOHN IRVING, Manager.

C. A. CARLETON, General Agent.

Victoria, January 1st.

Reconnaissance Transit

AS now made, the **Reconnaissance Transit** has outgrown its first place, and is in use among Miners and Mining Engineers in all parts of North America and in many parts of Central and South America as well.

Carefully designed, well finished and of first-class material throughout, it is giving the best of satisfaction, and new orders are constantly being received from parties who have seen the instrument in actual service and have proof of its quality.

• THE TELESCOPE •

is erecting, achromatic, and is provided with both cross wires and stadia wires of platinum. The vertical circle reads to five minutes and is graduated sterling silver, as is also the horizontal limb which reads by one vernier to single minutes. The level under the telescope has a ground and graduated vial, and the clamp and tangent to axis of telescope has compensating springs, as have also the clamp and tangent movements to limb and to levelling-heads. The tripod has shifting centre and extension legs. The box is of mahogany, with lock and key, with carrying strap and with rubber bumpers to protect from shocks in transportation.

The illustration on the next page shows the instrument as ordinarily furnished, but the makers fit it, when so ordered, with all kinds of extras and attachments for special work, either over or under ground.

For full description of the **Reconnaissance Transit**, or for Catalogue and Price List of Civil Engineers' and Surveyors' Instruments, address

W. & L. E. GURLEY,

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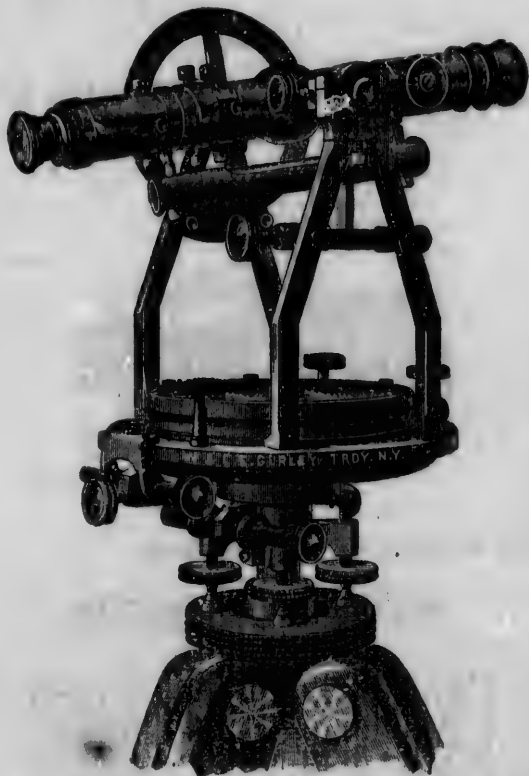
The Instrument shown herewith,

- No. 100, -

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The Reconnaissance Transit

because it was originally designed and made for use
where portability was more essential
than extreme accuracy.



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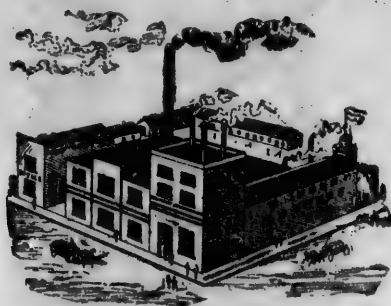
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EXPORT BEER

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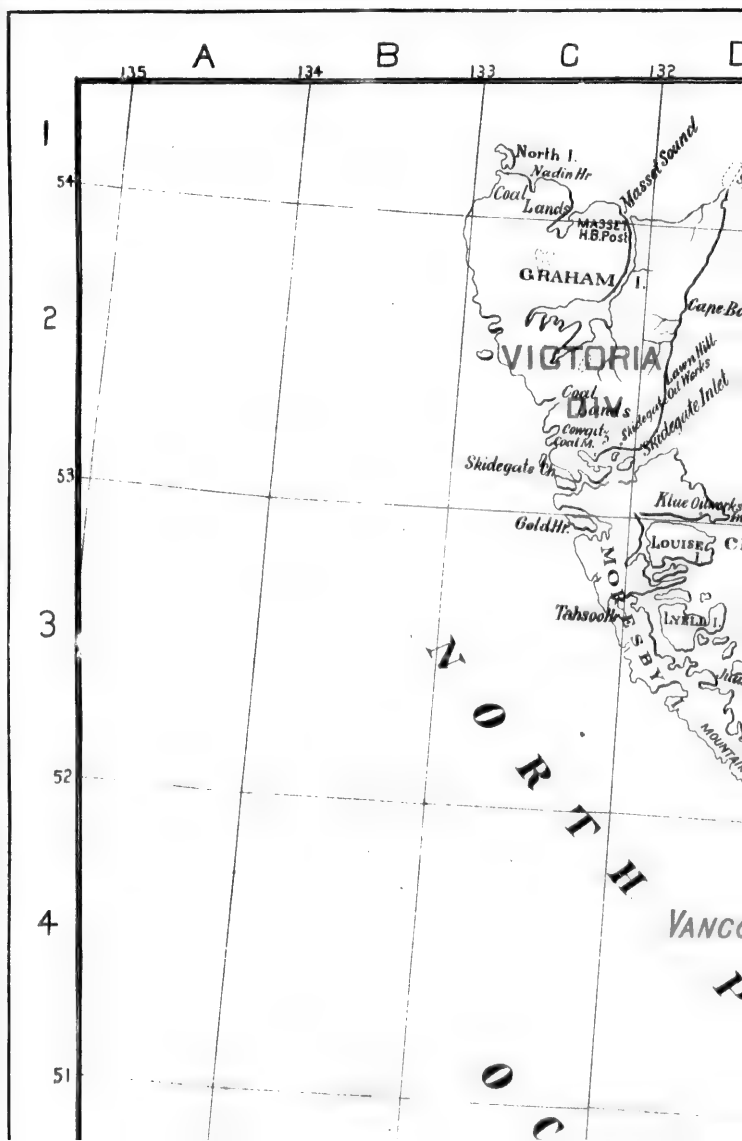
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HEAD

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London,	Bank of Scotland
Paris,	Credit Lyonnais
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San Francisco,	Hong Kong and Shanghai Banking Corporation
Boston,	National Hide and Leather Bank
Chicago,	American Exchange National Bank
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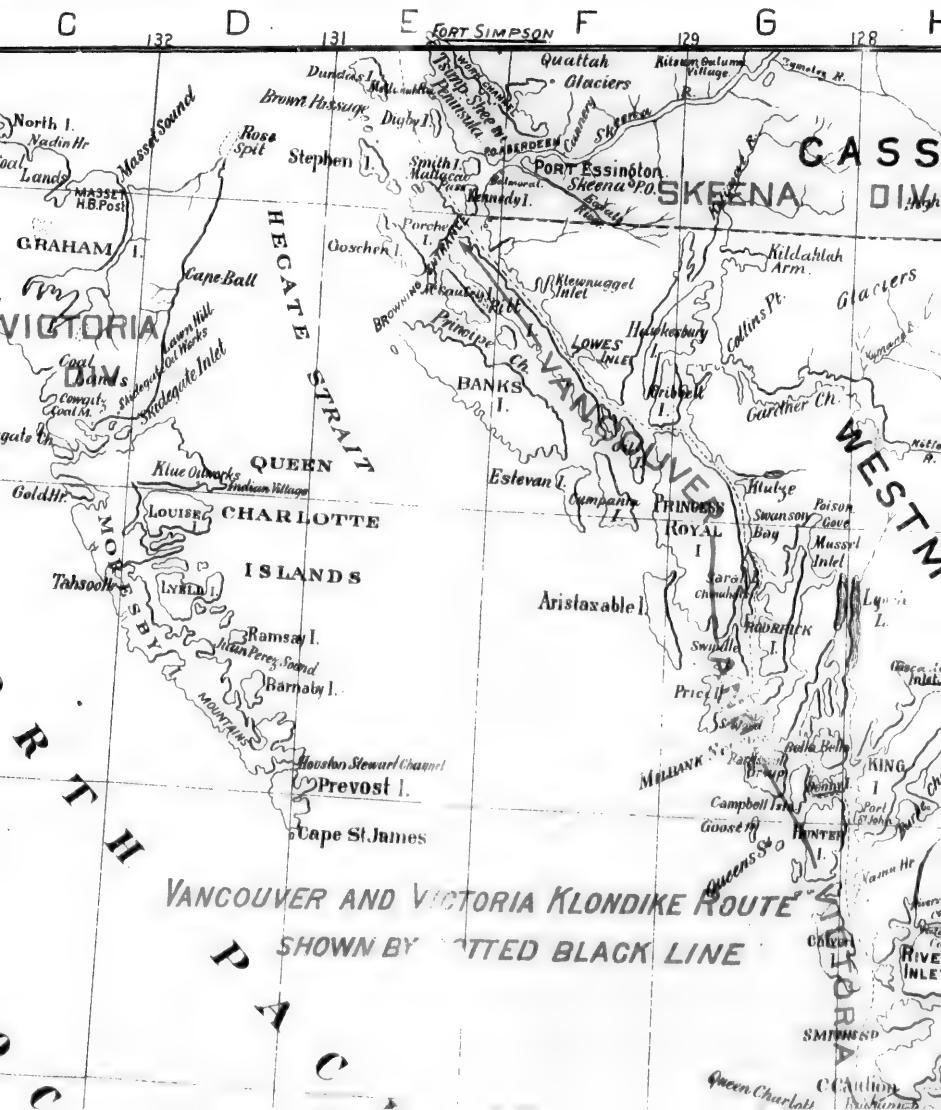
- Bank of Scotland
- Credit Lyonnais
- Bank of Bermuda
- Chase National Bank
- Banking Corporation
- Wilde and Leather Bank
- Exchange National Bank
- Banking Corporation

A General Banking Business Transacted.

Sold. Letters of Credit, etc., Negotiated on the most Favorable Terms.

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VANCOUVER.



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BRITISH COLUMBIA

VLSON, : ROSSLAND.

"In the great
Rockies, and be
to say that it is
old friends, the
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"You are
detected with
get to the
to the pan.

lars to the pan
are now being
astonish

"But
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favored by

NEAR
from one claim,



by J. M. Buxton,

of Vancouver, before the First Annual Meeting of the Northwest at Spokane, October, 1893, concerning the Auriferous Gravels of

between Vancouver and the
e found. I do not mean
assert (and most of my
or the truth of my state-
getting at least a color."

gold too minute to be
of a cent a yard, till you
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uld get hundreds of dol-
the deep channels which
in sufficient quantities to

we have never in this
more improved methods

ne day or one week, not
reports; and, at the same

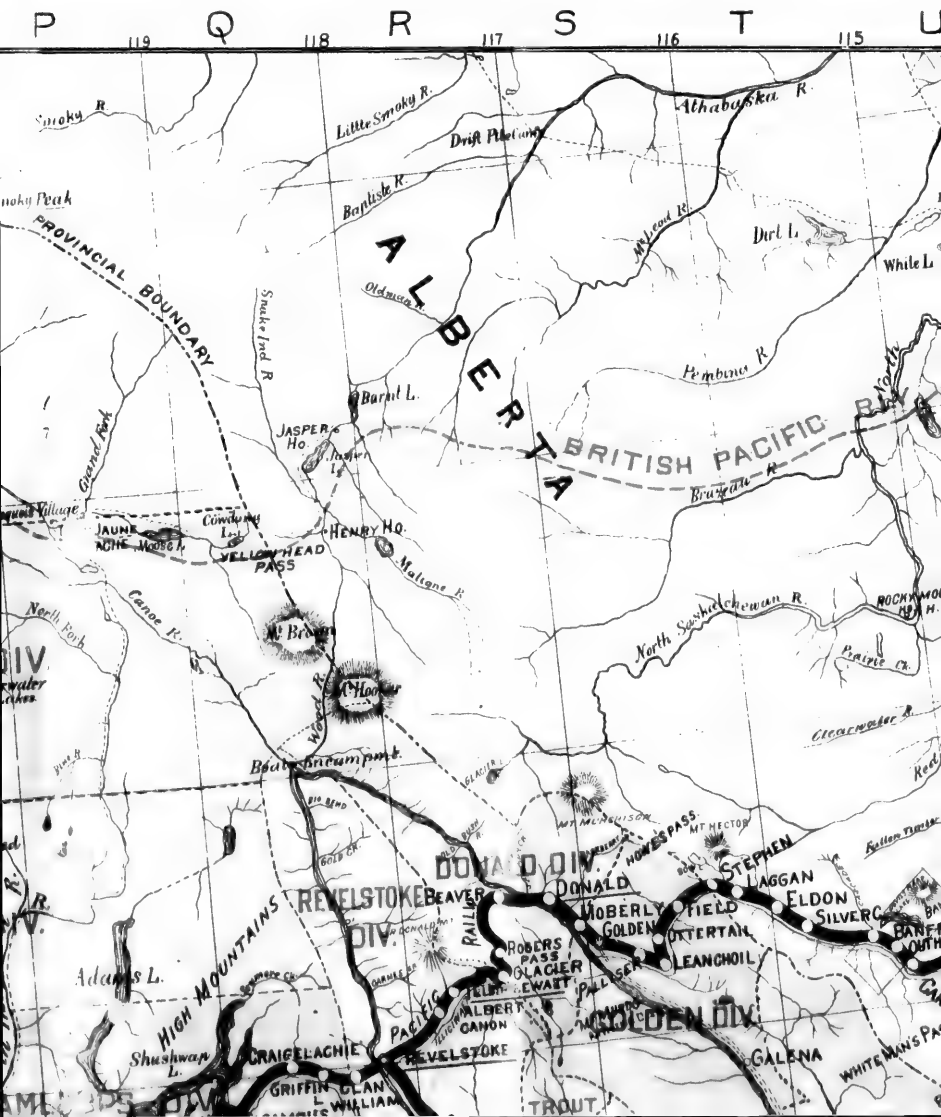
time, I must point out to you that many and many a
out of the country without any official notice being
I may state that it is my firm belief that the Chinese
at the present time over a quarter of a million per a

"Out of this district and its surroundings I th
turns, about sixty millions have been taken."

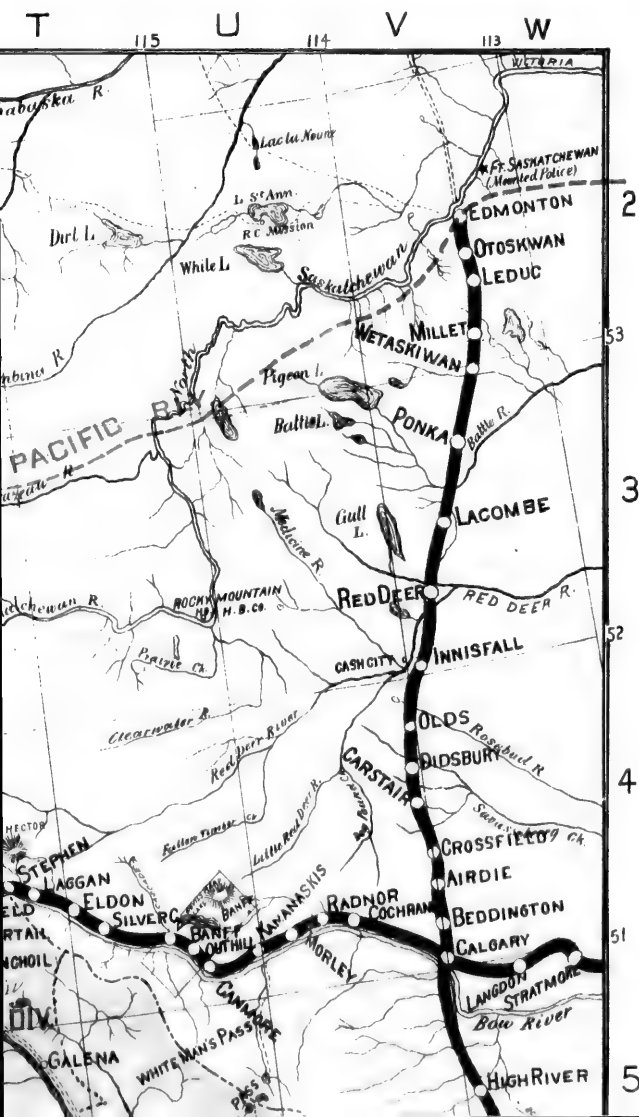
"Northwards again of both the Fraser and the
districts, in which the prospector, who, by the w
journey, can make good wages by rocking or show
ports brought in by some of my men, I believe the g
to be much richer than those in Cariboo."

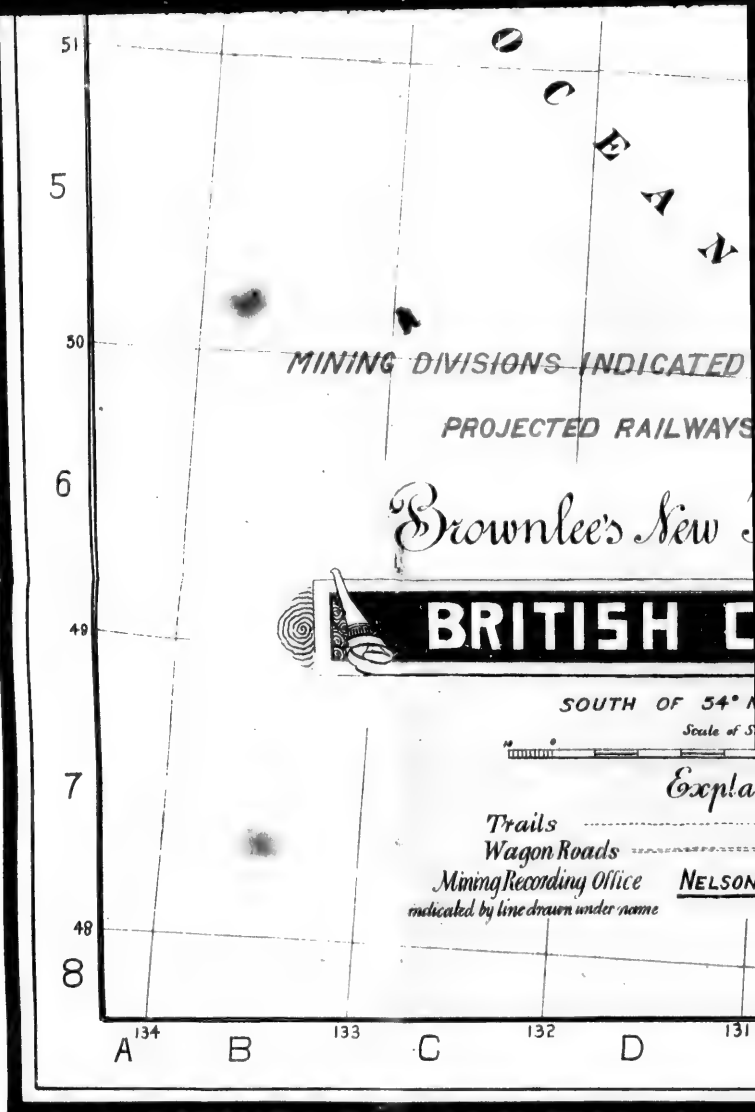
"We are as yet only at the commencement of
British Columbia, and I can assure you that we shal

The last extract is in the way of uncorroborated
the Province since this report was deliv



the commencement of gravel mining by hydraulic methods in
assure you that we shall yet turn out millions."





PRINTED BY J. R. GRANT, VANCOUVER B. C.

J. H. BROWNLEE
Dominion and Provincial

TIMBER REPORTS.

Publisher of Brownlee's Hand-

BRITISH COLUMBIA MANAGER

- - OF

ADDRESS: - ROOM 9, BANK OF

Brownlee's New Indexed Map of

BRITISH COLUMBIA

SOUTH OF 54° NORTH LATITUDE

Scale of Statute Miles.

Explanations:	
Rails	Railways
Wagon Roads	Stations
Recording Office	Smelting Centres
Drawn under name	

132 D 131 E 130 F 129 G 128 H

I. BROWNLEE, C. E.,

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REPORTS. MINE EXAMINATIONS.

Brownlee's Hand-book of British Columbia Mining Laws.

**COLUMBIA MANAGER CORRESPONDENCE SCHOOL OF MINES,
OF SCRANTON, PA.**

ROOM 9, BANK OF B. N. A. BUILDING, VANCOUVER, B. C.



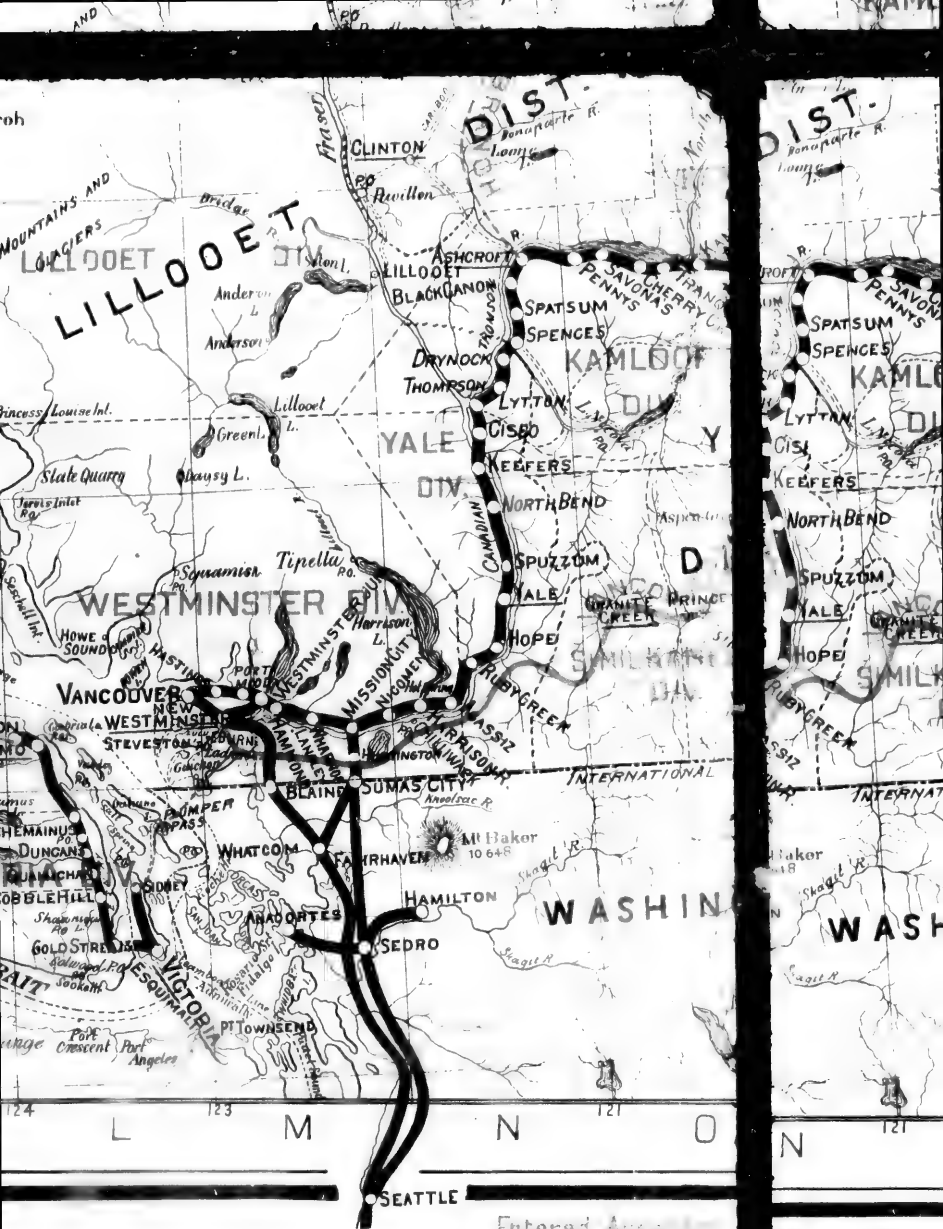
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As will be seen from this Map, affon
Lines throughout

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Entered Acco

The Canadian dia

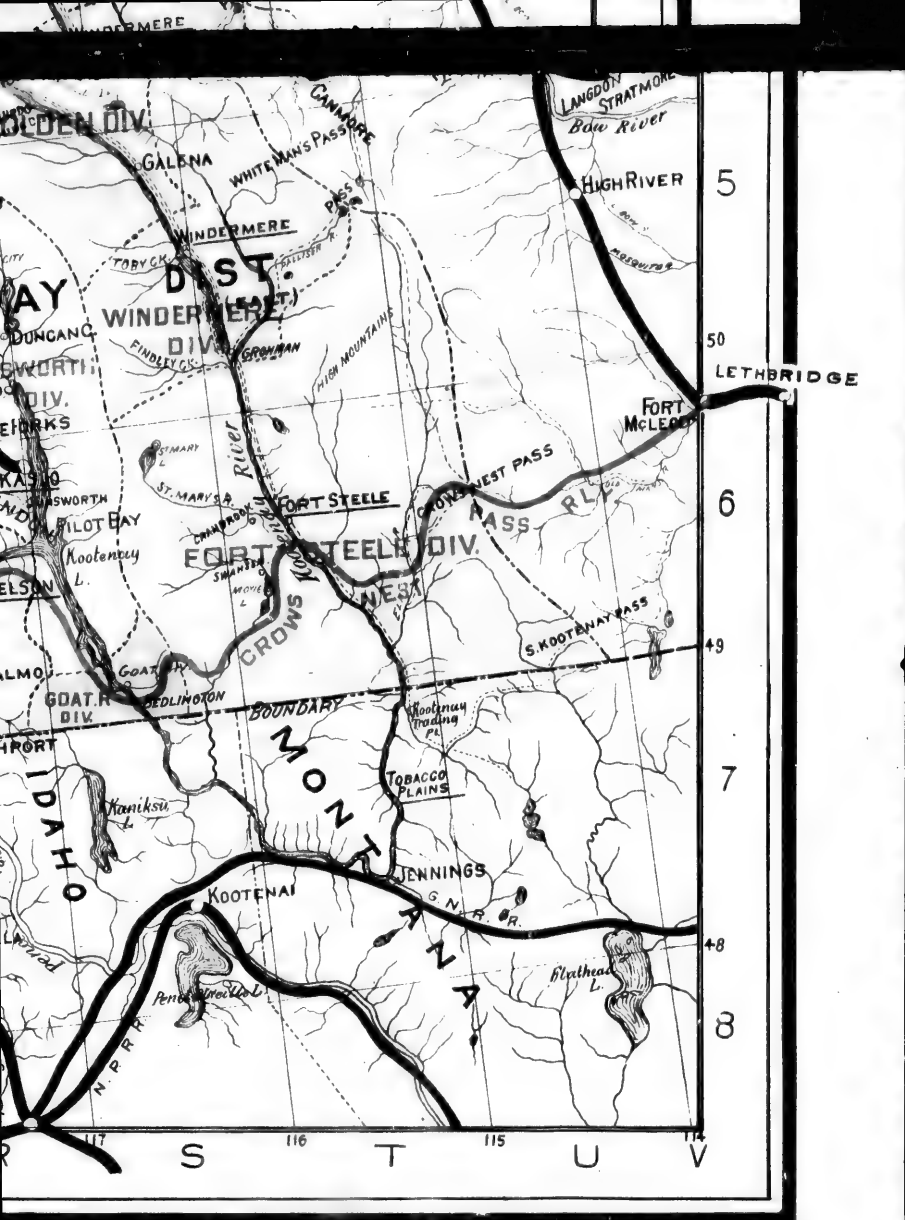
Map, affords the Best Route to the Pacific Coast, and to the
 throughout the Kootenay Mining District, and to the
 for parties coming to the Pacific Coast, and to the



According to Act of Parliament of Canada in the year 1898 by J.H. Brownlee at the

Canadian Pacific Railway

the Kootenay and Cariboo Gold Fields. Having its geographical situation makes it the coming from the East or West.



by J.H.Brownlee at the Department of Argiculture.

Railway



Fields. Having its own Rail and Steamer makes it the best route

GREEN

CHARLOTTE

ISLANDS

St. John
St. Thomas
St. John
St. Thomas

St. John
St. Thomas

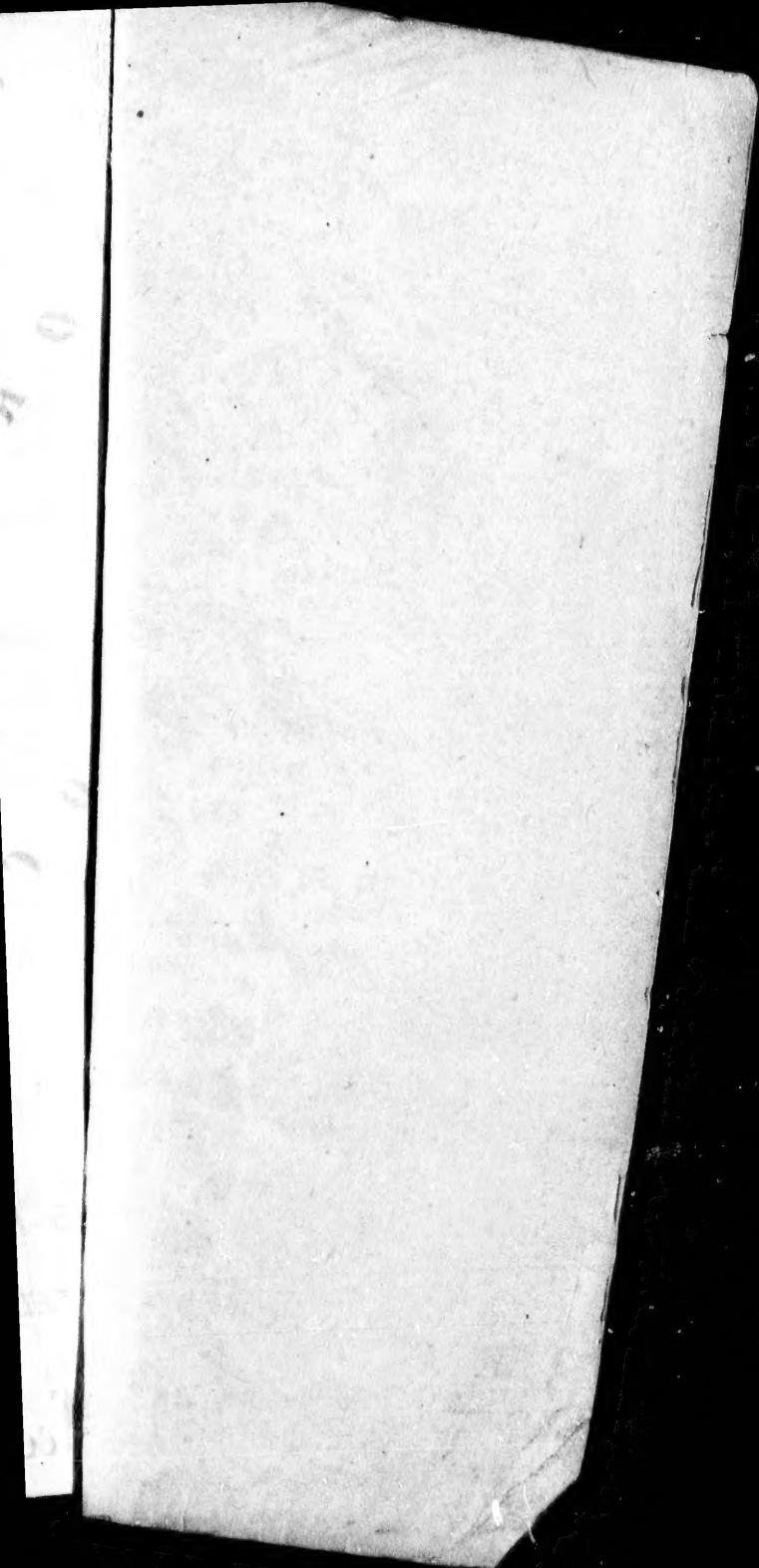
RAILWAYS AND

STATION BY

INDICATED BY

RAILWAYS SHOWN

Section Indexed



Canadian Pacific Railway Co.

—AND—

SOO PACIFIC LINE



**OFFER THE
BEST AND
CHEAPEST
ROUTE
TO**



MINNEAPOLIS
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OMAHA
KANSAS CITY
CHICAGO
TORONTO
MONTREAL
QUEBEC

LAND EAST

The Only Direct Route to the Kootenay Gold Fields is via the Canadian Pacific Railway and Canadian Pacific Steamer Line on the Columbia River.



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CHINA, JAPAN, INDIA, AUSTRALIA and NEW
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